



PORT OF KODIAK


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MEMORANDUM

To: Wild Alaskan Disposal Team

From: 
Michael Sarnowski, Harbormaster

Date: April 22, 2021

Re: Updated Wild Alaskan Disposal Plan

After great discussion with the EPA, NOAA, CG and NMFS it was unanimously agreed by all that the position 56.99 N 150.79 W was the best location for disposal as it is nearly 1000 fathoms of water so it will not interfere with the commercial fishing industry, the CG has sunk the CTP-424 in that location minimizing ground impact, and there is no known wild life that frequent the area.

In preparation for approval, the city is diligently working on emptying and flushing all fuel lines and tanks and remove other pollutants and readily detachable material capable of creating debris or contributing to chemical pollution. This includes removing any florescent lighting, removing all antifreeze and flushing engine coolers, remove and flush all lube oil, remove and flush all hydraulic oil, remove batteries, loose plastics, trash, spray cans, and any other hazardous materials found. In preparation for scuttling all holes in the hull will be patched, once cleaned all tanks will be filled with water, all sea chest valves and deck hatches/doors will be tested for proper operation. The Coast Guard has already conducted a preliminary hazmat inspection and found a few additional items to remove prior to approval. We are anticipating the vessel being ready by April 30, 2021.

The plan for scuttling will involve flooding the vessel utilizing seawater diverted from the sea chests as well as possibly water sprayed over from the towing vessel. No explosives will be used for scuttling the vessel. Prior to execution, a practice exercise will be table topped where all exit routes will discussed, which sea chest valves will be opened and in what order, which internal doors and hatches will be left open and a review of the entire evolution will occur.

Evolution:

- 1: Sea state less than 3 feet during daylight hours
- 2: Establish lookout for vessels and marine mammals and wild birds in addition to broadcasting security calls no later than 30 minutes prior to scuttle time.
- 3: Verify the scuttle team has all necessary PPE for all entry personnel.
- 4: Entry team will board via pre-placed Jacobs ladder with quick release attachments for removal on exit.

- 5: Open designated hatches and open designated doors.
- 6: The entry team will enter the vessel and open sea chest valves and egress the vessel.
- 7: Once all sea chest valves are open in the engine room, the entry team will exit to the main deck together and use the skiff which brought them there to get them back to the towing vessel.
- 8: As the vessel begins sinking, the tow line will be cut to ensure it sinks on station yet ensure no vessel is in no danger.
- 9: If needed, the towing vessel can energize water cannons to expedite the sinking after the tow line is cut.
- 10: Towing remains on scene until the vessel sinks to record coordinates of disposal location.